

CLASSIFIED MESSAGE

FORMING

DATE 0325Z 10 JAN 63

~~SECRET~~

TO : DIRECTOR

EO 12958 3.3(b)(1)>2 Yrs

FROM

ACTION:

OSA (1,2,3,4,5,6,7,8,9,10)

INFO :

S/C (11)

TOR 0354Z 10 JAN 63

PRIORITY

IN 61899

TO

PRITY

INFO

SITE

7635

OXCART

NO NIGHT ACTION

1. ACFT 123 MADE FLIGHT NUMBER 30 ON 9 JAN 63 FOR ONE HOUR AND 51 MINUTES. (SECOND FLIGHT). TAKEOFF AT 1321 HOURS

GROSS WEIGHT 90,000 POUNDS, CG 20 PERCENT. PILOT JIM EASTHAM. PURPOSE OF FLIGHT: INERTIAL NAVIGATION SYSTEM, TYPE NUMBER ONE EQUIPMENT AND BACK-UP PITCH DAMPER CHECK.

2. NORMAL AFTERBURNER TAKEOFF AND CLIMB WITH LEVEL OFF AT 25,000 FEET AND 286 KEAS. ACFT PROCEEDED NORTHBOUND OVER TARGETS ACFT CLIMBED TO 30,000 FEET AND 327 KEAS, TURNED 180 DEGREES AND PROCEEDED SOUTHBOUND OVER CHECKPOINT AND TARGETS. ACFT TURNED 180 DEGREES PROCEEDED NORTHBOUND OVER TARGETS AND CHECKPOINT. ACFT CLIMBED TO 40,000 FEET AND 371 KEAS, TURNED 180 DEGREES AND PROCEEDED SOUTHBOUND OVER CHECKPOINT. ACFT ACCELERATED TO 378 KEAS AT 40,000 FEET FOR SOUTHBOUND PASS OVER TARGETS. ACFT DESCENDED TO 30,000 FEET AND

APPROVED FOR RELEASE
DATE: AUG 2007

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GROUP 1
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PAGE TWO

.8 MACH FOR BACK-UP PITCH DAMPER CHECK. PULSED ACFT WITH DAMPERS OFF. ACFT MADE 4 PITCH OSCILLATIONS BEFORE STABILIZING. BACK-UP PITCH DAMPER WAS ENGAGED AND ACFT PULSED. ACFT MADE ONE PITCH OSCILLATION AND STABILIZED. ACFT MADE INS FIX POINT CHECK AT HOME PLATE THEN DESCENDED TO TRAFFIC PATTERN. LANDING AND CHUTE DEPLOYMENT NORMAL. ACFT TAXIED TO INS FIX POINT AT NORTH END OF AIRFIELD. INS INDICATED 8 MILE ERROR WHICH WAS CUMULATIVE ERROR FROM START OF FIRST FLIGHT TO COMPLETION OF SECOND FLIGHT. NO ADJUSTMENTS TO INS BETWEEN FLIGHTS AND FIRST SUCCESSFUL CONTINUOUS OPERATION BETWEEN 2 FLIGHTS. INS AND TYPE ONE EQUIPMENT APPEARED TO OPERATE SATISFACTORILY AT ALL CHECK POINTS. BACK-UP PITCH DAMPER OPERATION CONSIDERED EXCELLENT. ACFT SCHEDULED FOR ADDITIONAL INS CHECKS AND TYPE 3 EQUIPMENT CHECK ON 12 JAN 63. F-101 ACFT FURNISHED CHASE.

END OF MESSAGE

~~SECRET~~